

Consideration

ABU: Isomax

Unit: Hydro Flares

Draft Date: 8/7/2008

I/R: 2008

Section: 7

Item : 7.15.1.1

Consequence Category: S

Risk Ranking: 7

SOA ☐

Additional Consideration

The team discussed the issue that the South Isomax flare, V-282, is using the old-style flame front generator pilot ignition system and that the piping gets very hot when lighting the pilots. The other North Yard flares use an electronic ignition system for lighting their pilots.

Review the South Isomax flare, V-282, pilot ignition system and determine its suitability for the application. If the system is determined to be insufficient, repair or replace the ignitors as indicated by the review.

ABU plan to address the Team's additional consideration

ABU Proposa

Review the South Isomax flare, V-282, pilot ignition system and determine its suitability for the application. If the system is determined to be insufficient, repair or replace the ignitors as indicated by the review.

AC Assigned To: Waldrop, Jason S.

and/or Assets

Dep

Current Status: Completed

☐ Shutdown Required

The ABU has scheduled to complete this task

12/1/2011 Which is prior to the RI Guideline due date.

Notified On: 12/2/2010

Assigned By: Storrs, Tim R.

Resolution: Decribe the work that has been done to resolve the ABU proposal

Risk Red'n Plan, J. Waldrop (SWAL), 2/2/11:

(1)Add job to DED TSS Job Log (J. Waldrop), by 2/15/11

(2)DED to evaluate design options and issue EWO (B. Hulse, by 8/31/11

(3)Maintenance to modify ignitors (P. Mitchell), by 10/31/11

Status Update 2/2/11 J. Waldrop (SWAL), added to TSS job log, RIC-22650

Status Update 10/26/11:

DED and operations evaluated ignitor design. Per John Zink, and upgrade to the ignitor system will require complete ignitor station replacement as well as upgrade to flare tip design. This requires a shutdown (next opportunity during the 2014 SDA S/D).

DED and ops evaluated the personnel risk identified that the piping downstream of the gas/air mixer gets hot when attempting to ignite the pilot tips. This risk can be mitigated by adding personnel protection to the downstream piping. WO 343879 was written to accomplish this.

11/10/11 update, WO 343879 permanent PPE mesh is on order, and insulation wrap is scheduled to be installed before 11/25. Once permanent PPE mesh arrives, it will be installed.

11/15/11 update - Personnel protective insulation was installed on the piping downstream of the igniter bullseye on 11/14/11 per WO 343879. Once mesh arrives, the insulation wrap will be replaced. Personnel risk has been mitigated.

☒ **Work Plan Developed and Doumented in Database?**

EWO Needed: EWO Number: EWO Issued: MOC Needed: MOC Number: Maximo Needed: Maximo Number:

Completed By: Waldrop, Jason S.

Completed On: 11/15/2011

Consideration

☐ No, there are some concerns about the new modificati

☒ Yes, It's completed according to specificati

By clicking on the "Signature" button, I acknowledge the assigned A/C has been verified as com

Verified By: Pak, Johnny

Verified On: 11/15/2011

Verifier Comment

Insulation wrap was placed on piping that tends to get hot while the igniter station is in use to mitigate risk of burns.